

# **PILOT STUDIES FOR THE COLLECTION OF ROADWAY CONDITION DATA ON LOCAL ROADS AND STREETS**

## **TRANSPORTATION ASSET MANAGEMENT COUNCIL**

The Transportation Asset Management Council (TAMC) is interested in participating with local road agencies in a series of pilot studies to collect roadway condition data on local roads and streets.

**PURPOSE:** The purpose of this effort is the development and testing of asset management practices for collecting, storing, reviewing, and analyzing road surface condition data on the non-federal-aid eligible system in participating counties, cities, and villages.

**BACKGROUND:** MCL 247.659a requires the collection of roadway condition data on all roads and streets. The TAMC is the group directed by state law to oversee this data collection effort. The law allows for collection of data on the federal-aid eligible system (everything except local roads and streets) prior to beginning data collection on local roads. The TAMC is in its second year of collecting this data for the federal-aid eligible roads. Before beginning a full scale collection of data on local roads, the TAMC is interested in gathering information on the cost and time it will take to expand this effort to all roads. Consequently, the TAMC is interested in participating in a series of pilot studies to determine the extent of collecting data on the local system. The ultimate objective of the TAMC will be to select a procedure, which is accurate, cost-effective, efficient and accepted by County Road Commissions, Cities and Villages.

**TASKS:** Pilot studies can be flexible in their approach but, at a minimum, should address the following tasks.

**1. Data Collection:** Describe the method of data collection that you will be using. While the TAMC uses the Pavement Surface Evaluation and Rating (PASER) method on the federal-aid eligible system, it is not essential that you use PASER for this pilot study. If you use PASER you should be consistent with the business rules being used by the TAMC on the federal-aid eligible system. (A copy is included with these instructions.) If you choose to use a different rating method as part of the pilot, you should develop some type of comparative methodology with PASER.

Describe what data items you will be collecting. Data should be collected digitally and related to a PR referencing scheme such as that used in the Center for Geographic Information's "Framework."

With any rating method used it must be repeatable by an outside group. The state law requires any data collection to be consistent with GASB 34 procedures and one of those is repeatability.

**2. Equipment:** Describe the equipment you will be using. This should include both the hardware and software. Also describe any GPS equipment or mechanical equipment you might be using to collect the data. Also indicate the type of vehicle that will be used.

**3. Staffing/Training:** Describe the "rating team" or method that will be used to collect the data. How many people will be in the vehicle? What background or qualifications do they bring to the effort? Describe your training procedures for the members of the rating team.

**4. Interagency Cooperation:** One of the major goals of the TAMC is to encourage and enhance interagency cooperation. Describe any efforts at interagency cooperation that will be included in your pilot study proposal. This could include having members from various jurisdictions as team members or coordinating the activities with the area's Metropolitan Planning Organization or Regional Planning Agency. Describe how your agency and cooperating agencies will use the collected data in an asset management process.

**5. Quality Assurance:** Describe your quality assurance procedures, including methodology for checking data accuracy. Are you using a daily review at the end of the day or a sampling process?

**6. Reporting:** All agencies who participate in the study will be required to file a report with the TAMC within 60 days of the completion of their data collection. The report should be directly tied to the purpose of the study as indicated at the beginning of this document. It must include a copy of the digital data so that the TAMC can conduct its own reviews. The report should, at a minimum, describe the methodology used; the cost to collect, process, and analyze the data; the total time it took to collect the data; the total number of miles rated; and the total number of miles driven. The report should include recommendations, lessons learned and comments from participating agencies.

**7. Budget:** Submit a proposed budget and the amount you are requesting from the TAMC.

Requests should be submitted to:

Rick Lilly, Asset Management Coordinator  
Bureau of Transportation Planning  
Michigan Department of Transportation  
425 W. Ottawa  
PO Box 30050  
Lansing, MI 48909

A copy of the request should be sent to your respective Metropolitan Planning Organization or Regional Planning Agency.

The requests will be reviewed by the Data Management Committee of the TAMC for completeness and applicability to the defined purpose of the pilot studies. Agencies will be notified within 30 days of the receipt of their proposal as to the decision of the Data Management Committee. The Data Management Committee reserves the right to request modifications to the proposal if they choose. All pilot project funding will be passed through to the local agencies using the current contracts with the Metropolitan Planning Organizations and Regional Planning Agencies. Funding for this effort is limited. Requests that include substantial local funding will be given priority. Requests with a completion date and submittal of the report described above before October 30, 2005 will also be given priority.

If you have any questions regarding the pilot study process you can contact Mr. Lilly at 517-335-2606.